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Chloe Eudaly Commissioner **Chris Warner** Director

February 4, 2020
Virtual Zoom Meeting
Northwest Stakeholder Advisory (SAC) - Supply Subcommittee Meeting Notes

Supply Subcommittee Members in attendance

Jeanne Harrison, Northwest District Association (NWDA)
Rick Michaelson, At-Large
Dan Anderson, At-Large
Karen Karlsson, Northwest District Association (NWDA)
Thomas Ranieri, Northwest Business Association (NWBA)
Don Singer, Northwest Business Association (NWBA)
Nick Fenster, Northwest Business Association (NWBA)

Presenters

Owen Ronchelli, Rick Williams Consulting

Portland Bureau of Transportation (PBOT) Staff

Rae-Leigh Stark, Northwest Parking District Liaison
Zena Rockowitz, Parking Program Specialist

Northwest Inventory Areas

Rae-Leigh shows northwest inventory area subdistricts. Discussion around how to name the subzones. Ideas:

- East of Slabtown should be northwest corner (Rick)
- Commercial areas 1 and 2 should be called Central 1 and 2 because they are mostly residential and not commercial (Rick)
- Region on NW 18th and 19th Avenue corridors should be different than NW Hoyt Street (Nick)
- There are parts of Legacy Health campus that do not include the legacy office and area should be extended (Karen)

Decide to rename subdistricts to be more general with the exception of Slabtown.

Rae-Leigh shows parking gains and losses in each subdistrict, starting with residential area west of NW 24th Avenue. Owen explains significant gains on map is aligning with the database of 2018 gains. Data was not



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input correctly, so they went through and physically inventoried, therefore when you see some of these bigger gains it signifies, this is less of a real on the ground change, and more of a database changes.

Karen thinks the maps are deceiving. Owen says, "this shows a trend of change whether it is development occurring or signage changing to expand or shrink parking. 90-95% of this is really good, accurate data."

Rick says if you look at the changes, one is the technical changes and one is the actual changes. If you just show the actual change, the number would be smaller. It would still be a gain.

Nick wants to know if changes to parking shown here reflect changes that come with construction. Owen says the information doesn't always show evolution over time and they don't have that specific information. If there are known areas of development, they can point to that.

Karen is frustrated by not knowing the "why" and the explanation for so much gain.

Rick suggests only showing the SAC significant change. Rae-Leigh says this information was requested by the subcommittee, we didn't go into detail in 2018, haven't been historically taking the data but maybe that is something we could do.

Nick says the desire is to understand the net gains and losses broken up by district, as a Supply Subcommittee they need something to benchmark against.

Karen says a lot of change is happening, more than because of small things like bikeshares, sees this information as behind-the-scenes, technical detail.

Owen explains this data shows where change is the where and what to degree. Gains tell you where to you gain and losses tell you where you loss, in order to adjust. Overall, there was a loss of 140 stalls out of thousands.

Next map will show color based on gain and loss in area in each subdistrict. Talk about splitting super blocks related to different uses.

Rae-Leigh says once they have an off-street demand study, this will be useful for those consultants.

Owen explains that in northwest and more dense areas, the gap between bumpers is small. When talking about an inventory of stalls, trying to be on the conservative side. Only the supervisors can make edits to the number of stalls; won't let surveyors do this anymore.

Dan notes there is a big behavioral component to this and is obviously dynamic. It's hard to capture in a map.

Tom says when Biketown was introduced in northwest, stalls were taken away but the SAC was told the net loss of parking spaces was actually very small. That is contradicted by what he was able to observe. It is actually more because of the way we park, but we also have a deficit to begin with, it's a very scarce resource and then where there are new things introduced, very little concern or thought is given to how

many spaces are being lost in a tight situation. If we are talking about supply, that is an important part about what to do to conserve a valuable commodity.

Rick says any PBOT needs to say how much parking is lost up front.

New Business

Rae-Leigh notes that the off-street demand study will be kicked off in April.

Meeting Adjourned